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South Carolina



AVIATION

News Letter

PUBLISHED BI-WEEKLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

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NO. 19

HAMPTON-VARNVILLE BREAKFAST ATTENDANCE LIGHT

Although fair weather prevailed following the passing of Hurricane Helene, Breakfasters failed to respond in great numbers to Hampton-Varnville's invitation.

Fifteen planes flew in and local participation swelled the breakfast number to about sixty.

WALTERBORO will be next on October 12th, and then the Breakfasters move to Orangeburg on October 26th to celebrate the 20th anniversary of the founding of the club by Tom Summers of that city who will also be celebrating his birthday on that date.

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NEWSLETTER TO GET NEW LOOK, FORMAT AND DATE

With this issue the South Carolina Aviation News Letter ceases publication as a bi-monthly paper and will in the future be issued as a monthly news service.

The New News Letter whose first issue will appear on November 1st, 1958 is expected to be an eight page publication, folded in book form for easy reading, and containing pictures, news items, safety tips and items of general aviation interest.

In the event that something of extreme importance occurs that we feel should not be held until time of next publication, a special bulletin can be issued. An example of this was our recent bulletin on the Beaufort airspace problem.

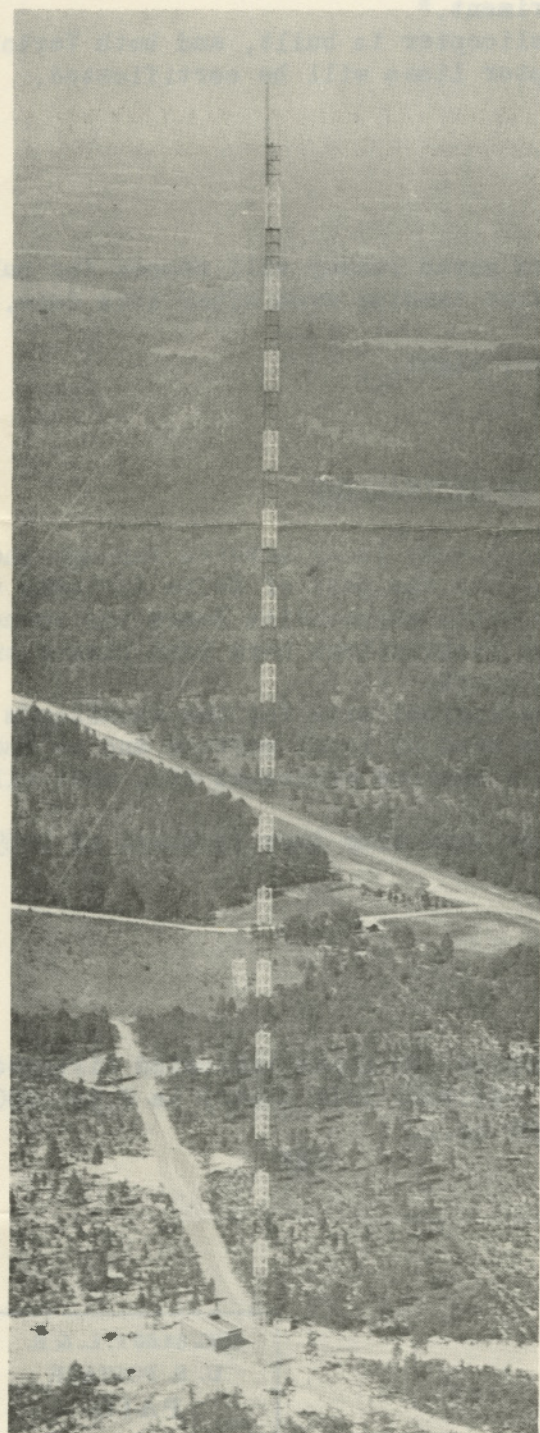
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WHAT'S HAPPENING AT BEAUFORT

Whether or not the Aeronautics Commission's stand before the Washington Air Space Division, or a recent issue by special bulletin had any effect on the CAA is not known for sure, however, CAA is causing a re-study of the problem.

A team composed of military-CAA personnel from Fort Worth has entered South Carolina for the purpose of evaluating the Navy Department's needs at the MCAAS station at Beaufort. The result of the investigation by this team is not currently known, but it is our understanding that their findings will be processed first by the Atlanta Regional Sub-Committee before being forwarded to the Airspace Division at the Washington level.

The Aeronautics Commission will receive a copy of any proposal made for the Beaufort area, and you may be sure that South Carolina will have representation at the Sub-Committee hearing.



NOW TALLER THAN THE EMPIRE STATE BUILDING---and still growing is WISTV's tower located north of the Fort Jackson restricted area. Note also that guy wires extend outward from the structure in all directions.

LOCAL HELICOPTER SERVICE NOT FOR TODAY...OR TOMORROW

In an address before the National Association of State Aviation Officials in the Bellevue-Stratford Hotel in Philadelphia on September 25, 1958, the Hon. James R. Durfee of the Civil Aeronautics Board made some startling statements regarding the operation of helicopters in scheduled service.

There are currently three carriers in the United States certificated to carry mail and passengers in helicopter equipment, but, as Mr. Durfee states, "The unconventional equipment used has been expensive to operate. For fiscal 1958, Los Angeles with its fleet of S-51's and S-55's, Chicago with Bell 47's and S-58's, and New York with S-55's and S-58's, cost the federal government nearly \$3,800,000 in subsidies.

"This subsidy payment represents about 70 percent of the total revenue for all three carriers. Their mail pay was about 4% and their commercial revenues only about 26 percent."

Later in his talk Mr. Durfee added, "Although not a matter of every day public knowledge, there remain 74 applications pertaining to scheduled helicopter service pending before the Civil Aeronautics Board. Realizing its obligations in the promotion and development of air transportation, the Board also has a duty to the general public; and that is the reduction of federal subsidies whenever and wherever possible. In view of the development character of today's helicopter operations with their accompanying high costs, it seems reasonable to limit the number of operations necessary to afford a fair appraisal of the experiment."

In substance this means that until a more economical helicopter is built, and both Vertol and Sikorski promise this in the early 60's, no more helicopter lines will be certificated.

* * *

NOTAMS

It is expected that the Sumter Municipal Airport with its new paved runway will reopen for public use on or about October 15, 1958. (Check NOTAMS or call before landing even after this date.)

Hampton-Varnville field is lighted on a continuous basis every night.

* * *

PIEDMONT LOCAL SERVICE CASE IS REVITALIZED

For several months South Carolina's efforts to obtain east-west local service through the Piedmont Local Service Case has been stagnated by court action on the part of Delta Airlines who petitioned the courts for admittance into the case. Now the Civil Aeronautics Board has opened the door to the trunk lines in the case, and although certain restrictions have been placed on trunk carriers, it is hoped that Delta will drop the case in court.

Charleston, S. C. has been suggested to the Board as the logical site for the Examiner's Hearing on the basis that South Carolina is the state most in need of local service and on the grounds that Charleston is best able to handle the more than a hundred witnesses etc. that will go to make up the Hearing.

If all goes well, the Examiners Hearing should take place some time late in March of 1959 with all interested parties having a chance to be heard.

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DID YOU KNOW?

Normal landing in a 14,000 pound aircraft at the recommended 120 knots indicated airspeed.... the kinetic energy your aircraft has at touchdown (neglecting residual idle power) is 8,950,000 ft-lbs, enough to knock a seven ton elephant 638 feet straight up...

FSF

SOUTH CAROLINA AERONAUTICS COMMISSION

P. O. BOX 1176

COLUMBIA, SOUTH CAROLINA

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